

## SKIPPER BEARS DECORATIONS

The fine new Kosmos liner Gernak, now enroute from Hamburg and Leith, for Honolulu and thence to the west coast of the United States will on arrival here be found in command of Captain Rudolph Peterson, of whom it is said, performed valiant service and rescue work at San Francisco some years ago at the time of the great fire.

The Gernak is proceeding to Honolulu with an extensive shipment of European merchandise, and quantities of material for the manufacture of fertilizer. The latter cargo is consigned to the Hawaiian Fertilizer Company, although it is generally understood that H. Hackfeld and Company will act as agents for the vessel during the stay at this port.

Captain Peterson is said to bear a number of decorations, awarded him for acts of bravery and valor. Captain Peterson is well known all along the coast. He was master of the Urdia at the time of the fire in 1906, and rendered service to refugees which won him wide commendation. In 1907 at Valparaiso, during the earthquake which shook that city, Captain Peterson also performed rescue work. The German Government and the Government of Chile presented him with honorary decorations.

The Gernak was reported to have left Hamburg for Leith and Honolulu twenty-five days ago.

### Taking Liquid Oil At Sea.

Great skill has been attained in bunkering British warships with liquid fuel at sea while traveling at full speed. The principle of the method used is for the warship to tow the fuel vessel at a distance of about 200 yards, oil being all the while pumped from the latter to the former through a hose. The British Admiralty's tank steamer Petroleum succeeds in passing oil to a battleship while the two ships are traveling at the rate of about 19 knots. The pumps of the Petroleum are connected with the battleship's tanks by a flexible metal hose, five inches in diameter. If the vessel to be loaded is a destroyer the hose is four inches in diameter.

Steelwound spiral hose was at first tried, but this corroded after a moderate amount of use. It is still in use to a limited extent. Bronze hose is not employed, no rubber, no canvas, or leather being used in its construction. It consists of a strip of metal wound spirally upon itself. It is extremely flexible and strong, and never leaks, and, being bronze, it does not rust.

With the tanker towing behind the battleship about eighty tons of oil fuel per hour can be transferred through a five inch hose, and this can be done while traveling at nineteen knots. Though the two vessels are at a distance of only two hundred yards, over 300 yards of hose are used, as some of the oil tanks of a big warship are far up toward the bows. Other nations have now adopted this method, which is very effective, but needs great care in seamanship and no little practice. The operation of bunkering oil at sea while steaming at a rapid rate is regularly carried out by way of training.

### Earlier Hour For Hilo Steamer

In view of the fact that the port of Lahaina has been added to the itinerary of the inter-island steamer Mauna Kea on the week end run, that vessel will hereafter be dispatched from Honolulu one hour earlier. The vessel instead of departing at four o'clock Saturday afternoon will sail at three o'clock. The call at Lahaina has occasioned considerable delay in arrival at Hilo on Sunday morning, which in some instances has resulted in the holding of the morning trains on the Hilo railway.

The inter-island will put into effect the elimination of Lahaina as a port of call for the Claudine, thereby enabling that vessel to reach Honolulu between ten and eleven o'clock Saturday evening, as previously noted in the columns of the Star-Bulletin.

### Shinyo to Get Early Dispatch

Three o'clock Friday afternoon is the time designated for the departure of the Japanese liner Shinyo Maru for Japan and China ports. Castle & Cooke, local representatives for the vessel have been advised through wireless that the Shinyo Maru from San Francisco, will be an arrival at this port on or about seven o'clock.

The vessel has no freight for the islands, being a foreign bottom. Less than fifty Asiatic passengers have been booked for the steamer. The Shinyo Maru will bring down the next mail from the mainland.

### Mexican Cutting off the Corners

One corner of the huge triangle, personed by vessels in the American-Hawaiian service in the Pacific is being clipped off in the departure of the steamer Mexican from San Francisco to Honolulu direct, the vessel being due to arrive here on next Tuesday. According to advices received by G. P. Morse, the Mexican is bringing down a large shipment of mainland freight, including transhipped cargo from the east coast of the United States.

### Kauai Sugar.

With the arrival of the inter-island steamer W. G. Hall, comes a report of the sugar awaiting shipment at the Garden Island, including the following: M. A. K. 19,005, K. S. M. 2,400, G. & R. 6,800, M. B. 20,104, W. K. 13,000, K. P. 3,600, L. P. 600.

HAVE YOUR BAGGAGE HANDLED BY RELIABLE

# City Transfer

(JAS. H. LOVE)

## GUARD AGAINST CHOLERA PORTS

Chief Quarantine Officer Trotter and his staff of medical officers are again on guard against a possibility of cholera gaining a foothold in the territory. The malady has again broken out in several sections of Japan, according to reports brought to Honolulu with the arrival of the Pacific Mail liner Manchuria.

Yokohama, the last port of call for the big steamer which sailed from Honolulu for San Francisco this morning, is in the throes of the disease for a second time within a few months. The attack is proceeding with undiminished virulence, the health officers of the place being kept busy in attempting to cope with its progress.

A Japanese vessel, the Hayabusa Maru, was visited by the epidemic during the stay of the Manchuria at Yokohama, with the result that one or more firemen were removed to the hospital for treatment. The epidemic, however, is not confined to shipping by any manner of means, victims being found in all walks of life.

Sixty-one cabin passengers joined the Manchuria at this port for San Francisco. The vessel got away shortly after 10 o'clock, taking a small amount of freight destined for the mainland. Ten gangs of stevedores completed the removal of 1,900 tons of Oriental merchandise and supplies from the vessel by 11 o'clock last night.

The Hawaiian band was present at the sailing of the liner this morning and for a half-hour prior to the departure Alakea wharf rang with a program of stirring melodies.

The Manchuria was given a big shipment of mail for the Coast, as she is expected to reach San Francisco before the Matson Navigation steamer Honolulu, which sailed for the mainland at 6 o'clock last night.

### Hongkong Building Largest Motor Boat

What is, without doubt, the largest motor-driven vessel to be built outside Europe is now under construction at Hongkong for a well-known oil production company. The ship, which will be of the twin-screw type, is to be fitted with two sets of Bolinders direct reversible crude oil marine engines, each having a b.h.p. of 240, giving a total b.h.p. of 480, which, together with the usual large overload guaranteed with the Bolinders motors, and shown in i.h.p. figures, represents the respectable power of about 750. The principal dimensions of the craft are: Length, 218 ft.; breadth, 32 ft.; and depth, 9 ft. 6 in.

The speed of the vessel will be 14 to 16 knots per hour when the motor is consuming Tarakan crude oil. The cost of fuel per 24 hours will be about \$9.10, the present market price of Tarakan crude oil being about 23¢ per gallon. These figures clearly show the advantage to be gained by fitting a Bolinders motor instead of a steam set. Another great saving is that a considerable amount of space is saved by a boiler not being fitted, and a large amount of extra cargo can be carried.

Electric light will be fitted throughout, the dynamo being connected direct to a Bolinder motor. The vessel's completion, which is expected in the spring of next year, will be awarded with interest, not only on the China coast, but also by the various oil companies who are readily appreciating the fact that vessels fitted with internal combustion engines are excellent wage earners.

### Shipping Gazette.

### Liners Nearly Ready.

The new liner Empress of Russia for the Canadian Pacific Railway Company's trans-Pacific service is expected to leave Great Britain for Hongkong April 1st of next year, according to advices received here. Her sister ship, the Empress of Asia, was launched at Govan, Scotland, on November 24th and is expected to leave Southampton for the coast in May next.

It is claimed that the new ships will be the fastest on the Pacific and larger than any of the vessels of rival companies. It is the intention to run an around-the-world excursion in connection with the first voyages of these steamers, with their departure from England and continuing from Vancouver to their original starting point by the Canadian Pacific Railroad routes.

### Lurline Bringing Much Cargo

A cable, received today at the agency of Castle & Cooke, is to the effect that the Matson Navigation steamer Lurline in departing from San Francisco yesterday, carried 3469 tons freight for Honolulu, 450 for Kahului and 135 tons for Kaanapali. The latter cargo is to be transhipped here to another vessel. The Lurline should arrive here on next Wednesday and will proceed to Kahului along the latter part of the week.

### Columbian Away Saturday

The American-Hawaiian freighter Columbian is expected to get away for Sana Cruz by the way of Port Allen, Kahului and Hilo on Saturday, the vessel taking on quantities of sugar at the island ports. As near as can be figured out at this time the Columbian will sail from Hilo for the isthmus on or about January 16th. The Columbian is taking a full shipment of sugar destined for the east coast of the United States.

## TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Jan. 6	a.m. 3.70	p.m. 2.2	a.m. 3.70	p.m. 2.2	a.m. 3.70	p.m. 2.2	a.m. 3.70	p.m. 2.2
7	4.05	2.5	3.57	9.08	11.33	6.40	5.35	6.14
8	4.40	2.1	4.32	9.41	12.07	6.40	5.36	6.58
9	5.12	2.0	5.14	10.19	12.41	6.40	5.37	7.53
10	5.44	1.9	6.00	11.01	1.12	6.40	5.37	8.44
11	6.12	1.7	6.57	1.30	11.46	6.40	5.38	9.33
12	6.38	1.6	8.04	2.04	—	6.40	5.39	10.22

New moon Jan. 6th at 11:57 p. m.

## VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange)

January 8, 1913.

SAN FRANCISCO—Sailed, January 7, 5:30 p. m., S. S. Lurline for Honolulu.

Arrived, January 8, S. S. Hyades from Hilo, December 28.

WILLAPA HARBOR—Arrived, January 7, Schr. Repeat, hence December 18.

SYDNEY—Arrived, January 6, S. S. Sonoma, hence December 23.

### Aerograms.

S. S. SHINYO MARU arrives from San Francisco Friday, 7 a. m. and proceeds to Yokohama 3 p. m.

### ARRIVED

Tuesday, January 7  
Gaviota—Marion Chilcott, Am. str., p. m.

Wednesday, January 8  
Kauai ports—W. G. Hall, str., a. m.

### DEPARTED

Tuesday, January 7  
Kauai ports—Kinau, str., 5 p. m.  
Maui, Molokai, and Lanai ports—Likiepke, str., 5 p. m.

San Francisco—Honolulu, M. N. S. S., 6 p. m.  
Mahukona and Kawaihae—Iwalei, str., p. m.

Sound ports—Robert Lewers, Am. str., p. m.

Wednesday, January 8  
San Francisco—Manchuria, P. M. S. S., 10 a. m.

Hilo, via way ports—Mauna Kea, str., 10 a. m.

### PASSENGERS ARRIVED

Per str. W. G. Hall from Kauai ports—Miss T. Laidley, S. Buenaga, H. Yamamoto, Mrs. J. K. Gandel, Ah Sam, W. D. McBryde, P. K. Palama, S. Bryant, O. Brest, Dr. C. B. Wood, Miss Winward, Mrs. Winward, A. Robinson, E. M. Robinson, Mrs. S. B. Devorill, Helen Saborn, S. Deverill, Annie Deverill, H. Deverill, Mrs. J. H. Coe, Mrs. M. M. Coe, J. R. Coe, H. Cherman and 11 deck.

### PASSENGERS DEPARTED

Per M. N. S. S. Honolulu, for San Francisco, Jan. 7.—J. W. Rohland, Mr. and Mrs. J. T. Foy and daughter, Miss Minora Sato, Mrs. J. Doyle, Mrs. K. Randall, Miss L. Gerding, Miss M. E. Stewart, Mr. and Mrs. Irwin Reed, Miss J. Fletcher, B. Bruhn, G. Miles, V. J. Moran, D. P. Lawrence, P. W. McDonough, G. T. Foote, E. R. Welbourn, A. T. Silver, P. Phillips, Mr. and Mrs. R. B. Fawcett.

Per str. Kinau, for Kauai ports, Jan. 7.—Miss M. de Breteville, C. B. Gage, Mrs. J. S. Wilder, Jas. Wilder, Mrs. K. Hans, K. Tow, G. Shiraki, M. O. Nicholl.

Per str. Likiepke, for Maui and Molokai ports, Jan. 7.—Miss K. Meyer, E. W. Hulse, J. D. Tucker, B. F. Strader, C. W. Vickers, Alex. Craighead, Mr. and Mrs. Jas. Donald, B. Kronstrang, Wm. Schmelmann, Fisher Schmelmann, Mr. and Mrs. F. W. Akana, Mrs. W. Smith, Mr. and Mrs. K. Monakata, Mrs. C. B. Hofgaard, Arthur Lando, S. W. Tay, Tow, Miss Kinoshita, W. E. Hall, Mrs. A. Wilder, Mrs. L. B. Bodero, Mr. and Mrs. H. Macfarlane, Mr. and Mrs. A. Meyer and infant, Master A. Meyer, Miss W. Meyer, Mrs. J. D. Iaca, Mrs. K. Kewika.

### PASSENGERS BOOKED

Per str. Mauna Kea, for Hilo via way ports Jan. 8.—Cal. Sam Parker, and party, A. G. Curtis, C. F. Drake, Mr. and Mrs. Silas Sweet, Dan McCarriston, W. T. Forst, F. T. Lihlema, A. Ahrens, Mrs. Lind, Mrs. N. Carlson, A. L. Sorenson and party, Miss Dorothy Hartwell, H. Akona, C. B. Ripley, Mrs. J. C. Woods, F. D. Creedon, H. K. Bishop, A. S. Prescott, Mrs. W. M. Mahuka, Miss H. Panana, Miss B. Kauea, Miss H. Kauea, K. Napoleon, H. P. Beckley, Mr. and Mrs. James Appule, Mrs. N. Carlson, Mrs. H. Tanaka, Mrs. R. Norimoto, K. Fujimoto, E. C. Wolters, Dr. W. A. Schwallie, A. J. Scott, Mr. and Mrs. C. J. Gooney, D. Damon, C. Ahrens, A. C. Jones.

Per str. Claudine, for Lahaina and Kahului ports, Jan. 10.—Miss O. Abinger, Mrs. E. Barba, Miss E. Barba, Miss R. Barba.

Per O. S. Sierra, for San Francisco, Jan. 11.—Mrs. Frances Anderson, Master Allen Anderson, Miss Mary Bennett, Miss C. Condi, B. V. Cox, H. V. Dixon, Miss Anna Farisee, Mrs. K. M. Goulding, Geo. E. Gunn, Mrs. C. C. Hall, Herbert Harris, A. W. Pedemann, Leon Honigsberger, J. M. Howard, Isidore Jacobs, R. Jandorf, Mrs. H. Letter, D. Low, Mrs. L. Myers, Mrs. R. S. Pray, Aubrey Robinson, Selwyn Robinson, Mrs. C. Stephenson, Paymaster Stevens, U. S. N., Clarence Wilson, Wm. Wolff, Archibald Young, Mrs. Young.

Per str. Mauna Kea, for Hilo via way ports, Jan. 11.—Mrs. J. W. West and infant, Mrs. A. Cameron, W. L. Severance, Miss H. Severance, Mrs. B. Walbridge, C. H. Wait.

Per str. Kilauea, for Kona and Kauai ports, Jan. 11.—Mrs. Wm. Dean.

## IS KESTREL A PHANTOM?

The little British steamer Kestrel is playing in the role of a maritime phantom these days.

Shipping authorities along the coast report the sailing of the vessel from Vancouver some three weeks ago.

A number of officers, with the Canadian-Australasian liner Zealandia that remained at Honolulu three days while repairs to machinery were in progress, are willing to raise the right hand and depose that the Kestrel was at the Canadian ports, at the time they sailed for the islands.

"The Kestrel was detained by admiralty libel," was the way that they expressed the matter.

T. H. Davies and Company, are inclined to the theory that the steamer may at some distant date enter the Honolulu and Fanning Island trade, is yet to sail from a British Columbian port, though they have no cable to confirm or deny the belief.

However that may be, the fact still remains that a quantity of provisions, supplies and also greatly belated Christmas cheer, still awaits shipment to Fanning Island cable station officials and employees. The material was to have been forwarded to the little isolated colony of cable people weeks ago. Some of the more perishable provisions are practically rendered unfit for human consumption. About a hundred tons freight may be sent to Fanning in the schooner Luka, when that vessel finally ventures to sea again, following the completion of extensive repairs.

The suggestion has been bruited about the local waterfront, that Dr. Frederick Cook, who threatens to visit Honolulu and later carry forward his investigation of the volcano, might be induced to extend his explorations with a view of "discovering the whereabouts of the Kestrel."

The idea is not a half bad one in that both north and south poles have been definitely located, and that but little remains for the persistent investigator of the world's mysteries.

## HARBOR NOTES

The Shino Maru from San Francisco expected here on Friday is bringing down the next mail from the Coast.

If a new broom sweeps clean, let the new board of supervisors get busy along the waterfront, was the gist of comment offered by a shipping man this morning.

Castle & Cooke, local representatives for the Shinyo Maru expect the arrival of the Shinyo Maru on Friday. The vessel comes from San Francisco and has no cargo.

Taking passengers, mail and a general cargo, the inter-island steamer W. G. Hall is on the berth for dispatch at five o'clock tomorrow evening, the vessel to make the regular Kauai ports.

Calling at the usual ports along the islands of Maui and Hawaii the inter-island steamer Mauna Kea departed at ten o'clock this morning. A fair list of passengers sailed for the Big Island.

The sailing of the Pacific Mail liner Manchuria for San Francisco at ten o'clock this morning brought quite a crowd at Alakea wharf. Sixty cabin passengers joined the vessel at this port for the Coast.

The Pacific Mail liner Manchuria departed from Honolulu for San Francisco this morning with cabin accommodation for one hundred more passengers than were booked at the agency of H. Hackfeld & Company.

An alleged boulevard that passes the Alakea wharf, a highway, over which the last board of supervisors squandered much money, is generally pronounced a disgrace to any self-respecting community. Hundreds of tourists and strangers arriving at Honolulu with each steamer are obliged to either wade through clouds of coal laden dust, or ankle deep in liquid mire and filth.

The cheerful prediction comes from Coast representatives of the local promotion organization, that the trans-Pacific steamers will be unable to accommodate all the prospective passengers from the mainland to the Hawaiian Islands during February. Up to the present time many of the popular liners have been arriving at Honolulu from San Francisco with about one-third of the available passenger accommodation utilized.

Fred Ross of Washington, D. C., charged with sending scurrilous letters to police officials of the Nation's capital, was arrested at Chicago by post office inspectors.

The United States did more business with the world both in exports and imports, in the month of November than in any month previous in the history of this country's foreign commerce.

A monthly magazine for hoboes is to be published at Chicago by Jeff Davis, the new president of the International Brotherhood Welfare Association.

ports, Jan. 14.—Miss C. Medeiros, Mrs. P. Correa, Master P. Correa, Mr. and Mrs. C. W. Burkett.

Per str. Likiepke, for Maui and Molokai ports, Jan. 14.—Miss H. McCarriston, L. M. Judd, Geo. McCarriston, Mr. and Mrs. H. McCarriston.

Per str. Kinau, for Kauai ports, Jan. 14.—A. M. McBryde.

Per str. W. G. Hall, for Kauai ports, Jan. 16.—Mr. and Mrs. William Dean.

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## MISS KLUMPKE GIVES PICTURE

SAN FRANCISCO, Dec. 27.—San Francisco's title, "the Paris of America," is made more secure with the passing of each day by additions to the ever increasing list of meritorious artistic achievements of genius developed in the city at the Golden Gate. A San Francisco girl, Miss Anna Klumpke, whose wonderful ability with brush and canvas has won for her in the world of art the position of successor to Rosa Bonheur, the French woman noted for her animal portraits, is the most recent of the talented ones to spread the city's artistic fame.

In the presence of Mayor and Mrs. James Rolph, Curator George Barron and other patrons of the arts, Miss Klumpke yesterday afternoon formally presented to the museum in Golden Gate park a life size portrait of her father, John G. Klumpke, done by herself.

Klumpke, who lives at 1098 Chestnut street, was one of the early pioneers in California. Because of her close attachment to her subject, Miss Klumpke was able to secure an expression that would have been impossible for a portrait painter having but a casual acquaintance with the pioneer. She made a special trip to Paris to finish the portrait.

Besides the portrait of her father, Miss Klumpke now has on exhibition in the art galleries of the Golden Gate park museum four panels painted by herself and seven by Rosa Bonheur. Perhaps the most striking of the paintings is portrait of Rosa Bonheur painted by Miss Klumpke. The collection will remain in the museum until Wednesday, when it will be taken to Sacramento, where the San Francisco woman artist will lecture before the Kingley Art club. From there she will go to Detroit, taking the collection with her. After that Miss Klumpke will return here to deliver two lectures in Berkeley on January 13. She will sail for Paris, where she has her residence and studio, January 16.

During the remaining two days of the exhibition the artist will hold a reception in the room containing her pictures from 2 until 4 p. m. She is anxious to meet all her friends, many of whom have watched her develop into the wonderful artist she is. Although much of her work will return to France with her, the paintings which Miss Klumpke will leave in this city will be sufficient reminder of the fact that at least one San Francisco woman has achieved marked success in the painting world.

LONDON.—The Blue Funnel steamer Nestor has been launched from the yards of Messrs. Workman, Clark & Company, at Belfast. She will be the largest vessel in the Australian service.

The Nestor—a 15,000-ton steamer—is the first of two mammoth liners (the Ulysses is the other) ordered for the Australian trade. They will be the largest vessels in the Australian service. The Nestor—has very good three or four berth cabins, but single and double berth rooms occupy the vast majority of the sleeping apartments. Every inside cabin has a skylight, thus the need for switching on the electric light every time a room is entered disappears. Bedsteads, instead of bunks, have been installed in the majority of the cabins for one or two passengers. Weather doors on the promenade decks are also a new departure. The dining saloons, and occupying the full width of the vessel, is an apartment the like of which has never, it is said, been even distantly approached in any craft which has yet visited the Commonwealth. The popular restaurant table style has been adopted. The social hall, where ladies may smoke, is an apartment which is reported to equal anything found on the latest vessels running between Europe and New York. The Nestor and Ulysses are one-funnel ships, each with two pole masts. The latest appliances for cargo handling are installed, as well as the most up-to-date live-sewing gear and wireless telephony. The Nestor is described as the finest vessel that will ever have visited the Southern Hemisphere.

According to the final returns the equal suffrage amendment lost in Michigan by a majority of 760.

The Rush Building, a four-story brick structure in Newark, N. J., was destroyed by fire. Loss \$100,000.

Fresli, a Czech radical, in the Austrian parliament, spoke 15½ hours without a stop, breaking the record by 2½ hours.

The date of the farewell dance to be given by the members of the Fifth Cavalry has been changed from Saturday evening to Friday January 10th.

A drinking fountain for horses, paid for largely by penny contributions of school children, was presented to the city of Boston recently.

The Argentine republic is now the largest purchaser from the United States of agricultural machinery and wooden furniture.

Mrs. Peter L. Shepard, mother of Finley J. Shepard, the fiancée of Miss Helen Gould, has been blind and bed-ridden in the New Haven General hospital for the last five years.

As a rebuke to the city council, Williamsport, Pa., women will scrub the streets.

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## FAST STEAMERS FROM EUROPE

That a fleet of steamers will cover the distance between Europe and San Francisco in from fourteen to sixteen days after the completion of the Panama canal is the optimistic report received from the coast which state that several of the largest concerns operating on the Atlantic will operate many boats through the "big ditch" with a speed of twenty knots for the entire voyage, and with fares but a fraction higher than is now charged between new and old world ports on the Atlantic.

The tremendous influence such a service and such rates will have on the whole Pacific coast is not grasped at the first glance. It means the bringing of thousands of immigrants each month from southern and southeastern Europe to populate the lands of the Pacific states and British Columbia.

It also means that many persons going to the old world will take the new route in preference to the long railway and steamship voyage, as it the custom at present, as the new route will have a hundred features of the keenest interest to show the traveler. It is claimed that in time the voyage will take very few more days than is now occupied in crossing the Atlantic